

PROJECT 10073 RECORD

1. DATE - TIME GROUP 31 January 66 31/2000Z		2. LOCATION 50.8N 31.1W (Atlantic)	
3. SOURCE Military		10. CONCLUSION Other (CONTRAILS) ✓	
4. NUMBER OF OBJECTS One			
5. LENGTH OF OBSERVATION N/A		11. BRIEF SUMMARY AND ANALYSIS Observed a bright white flying object trail covering 15 deg of arc. Appeared on horizon at 290 deg and disappeared over horizon at 140 deg.	
6. TYPE OF OBSERVATION Ground-Visual			
7. COURSE 258 22KT			
8. PHOTOS <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No			
9. PHYSICAL EVIDENCE <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No			

PHOTO ANALYSIS REPORT

NR 66-23

PAGE 1 OF 1 PAGES

DATE OF REPORT 9 June 1966

SUBJECT UNIDENTIFIED FLYING OBJECT

LOCATION SEATTLE, WASHINGTON

DATE January 1966

PHOTOGRAPHY

AF

IR

QUALITY Good

P NRS 1 print, 1 negative

1. PURPOSE: This report is in response to Work Order Number 66-56 from Major H. Quintanilla, TDEW/UFO, who asked for an analysis of a negative and print depicting an Unidentified Flying Object.

2. ANALYSIS: This analysis was completed jointly by the Photo Analysis and Photo Processing Divisions. The image on the negative is probably not from an object on the water or between the water and the camera. In fact, the image does not appear to be that of any defined object. The image could have been caused by refracted light from a small water droplet on the lens, water condensation on the film, or an internal camera reflection. A water droplet on the lens appears to be the most reasonable explanation of the image.

PHOTO ANALYSIS BY:

APPROVED BY:

Gerald A. Scheiman
GERALD A. SCHEIMAN
Intelligence Research Specialist

Frank E. McPeak
RICHARD L. CHANCE
Captain, USAF
Chief, Photo Analysis Division
Wilber Price, Jr.
WILBER PRICE, JR.
Director,
Photo Exploitation Directorate

PHOTO ANALYSIS REPORT

NR 66-23

PAGE 1 OF 1 PAGES

DATE OF REPORT 9 June 1966

SUBJECT UNIDENTIFIED FLYING OBJECT

LOCATION SEATTLE, WASHINGTON

DATE January 1966

PHOTOGRAPHY

AF _____ IR _____ QUALITY Good
P NRS 1 print, 1 negative

1. PURPOSE: This report is in response to Work Order Number 66-56 from Major H. Quintanilla, TDEW/UFO, who asked for an analysis of a negative and print depicting an Unidentified Flying Object.

2. ANALYSIS: This analysis was completed jointly by the Photo Analysis and Photo Processing Divisions. The image on the negative is probably not from an object on the water or between the water and the camera. In fact, the image does not appear to be that of any defined object. The image could have been caused by refracted light from a small water droplet on the lens, water condensation on the film, or an internal camera reflection. A water droplet on the lens appears to be the most reasonable explanation of the image.

PHOTO ANALYSIS BY:

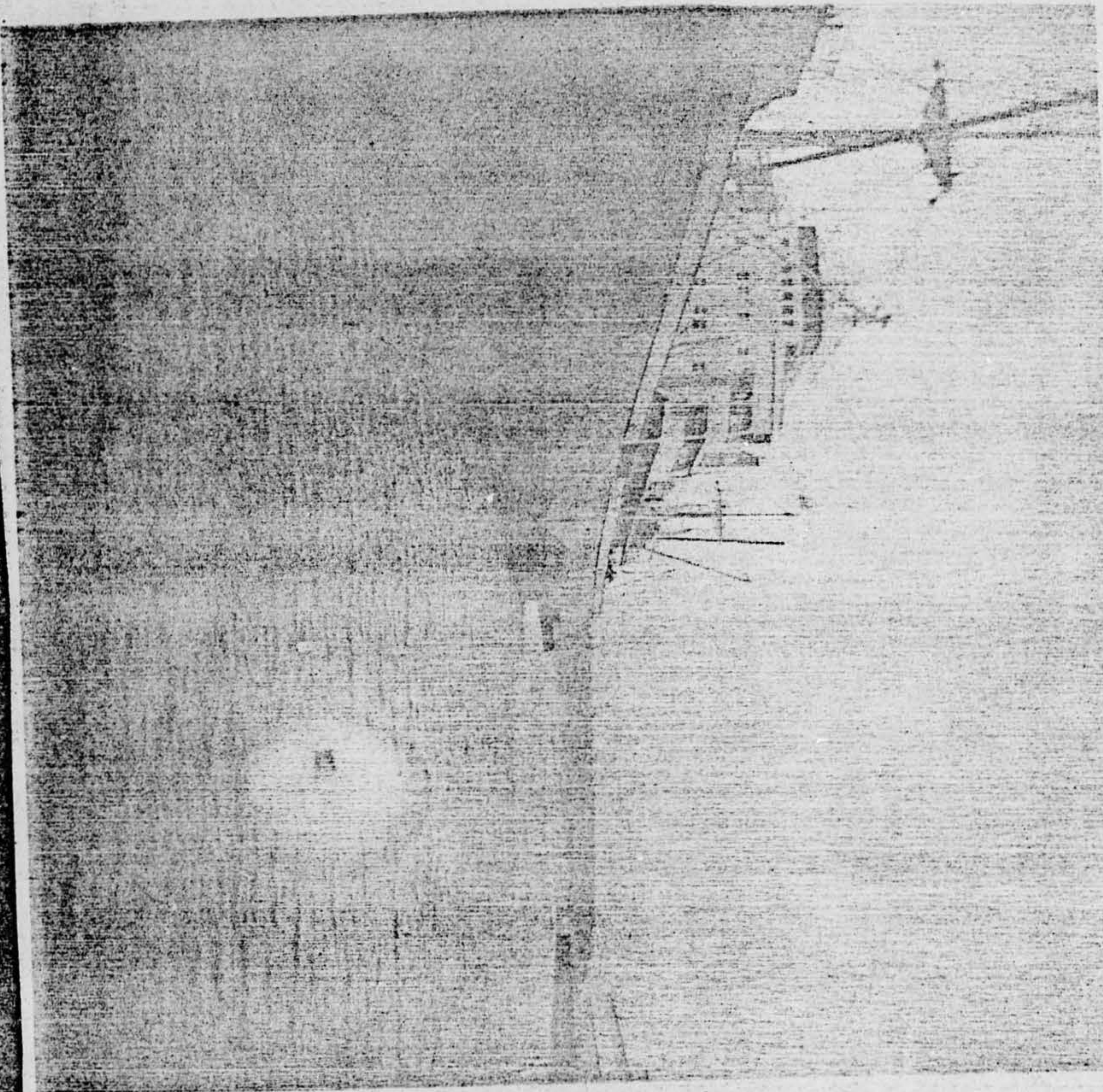
APPROVED BY:

Gerald A. Scheiman
GERALD A. SCHEIMAN
Intelligence Research Specialist

Frank E. McPeak
RICHARD L. CHANCE
Captain, USAF
Chief, Photo Analysis Division
Wilber Price, Jr.
WILBER PRICE, JR.
Director,
Photo Exploitation Directorate

Std

15



14 Underwriting OFC

January 1966

by Walter A. Caldwell in 1744 by Samuel

BOT

[REDACTED]

by

[REDACTED]

Sanctus Washington 98/66

the same / wife only

B-4

FOREIGN TECHNOLOGY DIVISION, AFSC

UNCLASSIFIED



UNCLASSIFIED

this case includes
Two (2) 3x10 B & W Photos

ENGINEERING SUPPORT WORK REQUEST

☐

ENGINEERING ANALYSIS

☐

PHOTO ANALYSIS

☐

MACHINE COMPUTATION

PPT NUMBER:

DESCRIPTION OF WORK:

OTHERS RELS UNIT

T.D. 6/1/68

REFERENCE MATERIAL:

REQUESTED BY RTM SYMBOL _____ PHONE _____

I CERTIFY THAT THIS WORK IS AUTHORIZED BY ME AND THAT IT HAS THE FOLLOWING PRIORITY AND DEADLINE WITHIN MY DIVISION.

PRIORITY

DEADLINE DATE

SIGNATURE OF APPROVING DIVISION CHIEF

DATE

ENGINEERING SUPPORT MONITOR _____

ASSISTANT _____

FINAL WORK TO BE IN FORM OF:

☐

ENGINEERING NOTE

☐

COMPUTATION

☐

PI REPORT

☐

DRAWING

☐

PROGRAM

WORK REQUEST APPROVED BY: _____

DEADLINE DATE _____

PRIORITY NUMBER

☐

ONE

☐

TWO

☐

THREE

WORK ORDER NUMBER

PHOTO ANALYSIS REPORT

NR 66-23

PAGE 1 OF 1 PAGES

DATE OF REPORT 9 June 1966

SUBJECT UNIDENTIFIED FLYING OBJECT

LOCATION SEATTLE, WASHINGTON

DATE January 1966

PHOTOGRAPHY

AF _____

IR _____

QUALITY Good

P NCS 1 print, 1 negative

1. PURPOSE: This report is in response to Work Order Number 66-56 from Major H. Quintanilla, TDEW/UFO, who asked for an analysis of a negative and print depicting an Unidentified Flying Object.

2. ANALYSIS: This analysis was completed jointly by the Photo Analysis and Photo Processing Divisions. The image on the negative is probably not from an object on the water or between the water and the camera. In fact, the image does not appear to be that of any defined object. The image could have been caused by refracted light from a small water droplet on the lens, water condensation on the film, or an internal camera reflection. A water droplet on the lens appears to be the most reasonable explanation of the image.

PHOTO ANALYSIS BY:

APPROVED BY:

Gerald A. Scheiman
GERALD A. SCHEIMAN
Intelligence Research Specialist

Frank E. McPeak
RICHARD L. CHANCE
Captain, USAF
Chief, Photo Analysis Division

Wilber Price, Jr.
WILBER PRICE, JR.
Director,
Photo Exploitation Directorate

PHOTO ANALYSIS REPORT

NR 66-23

PAGE 1 OF 1 PAGES

DATE OF REPORT 9 June 1966

SUBJECT UNIDENTIFIED FLYING OBJECT

LOCATION SEATTLE, WASHINGTON

DATE January 1966

PHOTOGRAPHY

AF _____

IR _____

QUALITY Good

P NRS 1 print, 1 negative

1. PURPOSE: This report is in response to Work Order Number 66-56 from Major H. Quintanilla, TDEW/UFO, who asked for an analysis of a negative and print depicting an Unidentified Flying Object.

2. ANALYSIS: This analysis was completed jointly by the Photo Analysis and Photo Processing Divisions. The image on the negative is probably not from an object on the water or between the water and the camera. In fact, the image does not appear to be that of any defined object. The image could have been caused by refracted light from a small water droplet on the lens, water condensation on the film, or an internal camera reflection. A water droplet on the lens appears to be the most reasonable explanation of the image.

PHOTO ANALYSIS BY:

APPROVED BY:

Gerald A. Scheiman
GERALD A. SCHEIMAN
Intelligence Research Specialist

Frank E. McPeak
for RICHARD L. CHANCE
Captain, USAF
Chief, Photo Analysis Division

Wilber Price, Jr.
WILBER PRICE, JR.
Director,
Photo Exploitation Directorate

Jan, Feb, March
1966

Nothing indicates that the sightings were
just of stars, & aircraft.

Info only

March 31, 1966

Dr. J. L. Agass

Project Blue Book Proj. Rep.

U.S. O.S.

Washington, D.C. 20330

Sir -

An "haunting" one or two of the
U.S.O.s, I would like to render a
few of my sightings, as requested.
No. 1, Nov. 1 to 20, ¹⁹⁶⁵ a δ (brightest one
south of Rigel) did everything listed,
and more. I use the public library
here. I could not find anything that
would tell of a water sprout, or a
gyroscopes. δ (Some times they work
in a pair, at other times
erratic. The drawings will
be rough but will give you some ideas,
other than my words - I have viewed
it every clear p.m. and it is still there.
Jan. 7, 1966, my notes are "No. 1 is
flashing and fighting it's self to death."
Jan. 11, 1966 - A small δ went to my
view δ no. 1, and no. 1 flashed very
quickly, 11.15 p.m.

UNCLASSIFIED

DEPARTMENT OF THE AIR FORCE
STAFF MESSAGE BRANCH
INCOMING MESSAGE

AF IN: 68863 (1 Feb 66) E/fhe

ACTION: NIN-7

INFO : XOP-1, XOPX-2, SAF-OS-3, DIA-1 (15)

SMB A010Z CZCHQA309Z CVJX820

OO RUEAHQ

DE RUTHBS 732 0312313

ZNR UUUUU

O 312245Z JAN 66

FM NAF LAJES

TO RUEAHQ/CSAF USAF

RUWGALB/CINCNORAD

RUCKOT/COMASWFORLANT

RUEGUH/COMSEAFRON

RCCPNH/CANAIRDEF

RCEOC/CANMARCOM

BT

FOLLOWING INTERCEPTED OVER 454 KCS AT 31/2313Z

AMERICAN COMMANDER WJNB MERINT 312210Z 50.8N 31.1W COURSE

258 22KT OBSERVED BRIGHT WHITE FLYING OBJECT TRAIL COVERING 15

DEGREES OF ARC APPEARED ON HORIZON AT 290 DEGS DISAPPEARED OVER

HORIZON AT 140 DEGS VISIBILITY EXCELLENT WIND NW/5 BT MASTER

BT

NNNN

NOTE: ADVANCE COPY DELIVERED TO XOPX.


AFHQ FORM 0-309C
JAN 65

UNCLASSIFIED

Jan. 13, 1966, 12:00 m. Mid-night. The H.
 is smoking at the top. & Jan 23.
 1966; The H. opened at the bottom
 like our dirt mirror, sparks fell, and
 its silver ring close back (shut).



No. 2 Jan. 26, 1966, Wed. 10:30 a.m. A jet
 made several cross trips over this area,
 two loops from the N.E. ^{1st} and ^{2nd}. On the
 2nd loop there was a cloud, with a disk
 on it liken to a day-time full moon,
 traveling with the jet's stream but much
 faster. The object hit the sun. The sun

 gared, and turned red
right then. A halo formed
 around the sun in less than 20 mins.,
 and ~~per~~ widened until 3:00 p.m., out of visibility.


No. 3. Feb. 5, 1966, Mon., floating
 under the white clouds, & through the
 black clouds. 2:00 p.m. the moon is
 just quick flash, a cloud strikes
 it from the north side, and this
 projection wrapped and twisted out

shape and with draw immediately



Feb 9, 1966, Wed 10.26 p.m.

The moon in last quarter is smoking,

 4 puffs at the time, and
several times.



Feb 10, 1966, Thur. The clouds are in
faint white clouds all over the sky,
just like the ones from the moon last
p.m. (This is why I say gas from the D)

No. 3, Feb. 17, 1966 11: p.m., a ✱ object,
glided down from the direction of
Rigel, and went to each of the 3
✱ in the butterfly cluster south of Rigel.
The body part of this butterfly design
points south to No. 1. ✱.

(It was at this time, I began to
look for other things other than the
regular mappings)

No. 4, March 4, 1966, 7:30 p.m. A ✱
object flying high (all over the sky)
10 p.m. ✱ object going west to north,
high, and I watched it out of sight.

Mar 8, 1966 7:40 p.m. ✱ object "shot"
toward the C.W. — (The moon at this

time, full). Had a vapor traveling over
it from the lower right to the upper
left. , at another time this
vapor was like a "feather"
trying to reach the top of the moon,
softly, waving back and forth, &
 reaching over the top
(hard to describe)


Mar 12, 1966, 7:05 p.m. A object
going S.W. no red, or other colors.


Mar 17, 1966, 8 p.m. White X like
object, high, going north, no red
light detected. 8:10 airplane went N.E.,
red light flashing.


Mar 23, 1966, 9:30 p.m. An object,
bright as a X went west, and vanished
toward the north. A X fell right
behind it.

Mar 24, 1966, 1:30 p.m. A jet going S.E.
from the n.w. it's stream is staying, the
wind must be calm. 2:10 p.m. A white
object going N.W. from S.E. it's soft
stream was short lived. 5:45 p.m.

A "double headed" going S.E. from N.W.
The sun is shining on it, and it looks
like, Lon. 3rd stream.

(The New Moon at this time)
Mar. 26, 1966, Sat. 8 to 9 p.m. Showed
the complete full moon, with lightning-
like flashes, and a silver band, being
dimmer at the top) 

Mar. 28, 1966, 8:30 p.m. A object came
from N. 

SE  It struck the
brightest of north of Regl.
The striking seemed "softly".
There were no sparks, no smoke. The
object swirled left to right, kept its
same speed and went on. The permanent
it didn't even move or flicker.

(I went in my home to write this
down. Some 3 or 4 mins. Went back to
the yard.) 8:40 p.m. an other A like object
was going north, across the western sky.
(I am of the opinion that, this was a
different object, tho' the speed was the
same. AND.

A no 1, is still fighting

Now, this is my personal idea. Swamp
gases could be on the right track. Wagon?
These boys should be inventing the new,
should let some out and on the top. know

what they're doing.

But ~~and~~, Cars and planes are a measure of quackery. get-away by some very foolish and stupid people. It seems we've got something on hand that our knowledge does not have a method to control. Not only this, but our youth - who will be facing these maneuvers (now) are being raised in the back seat of cars, they learn to abuse the dog before they learn a principal to live by. And, therefore the impact that they have to face is appalling to them. now.

Would it be possible, or feasible to carry some of these youths under 20, and around that age, on, not just a trip by air, but on an air maneuver.

— There might be a time, when a leap from a plane will be included in capital punishment. — I guess, I'm trying to say, we are taking our youth's time in ways that will mean nothing to him, when he is on his own.

Some more of my own ideas -
high powered. Heavens - A. L.

no approval of this. This, has a long
reaching ^{deep} effect - even 10000 of mine
from site because it disturbs the
elements on the vains of the E. He
could push the wrong button and
shatter our footing.

I have referred my information
to 1. Mt. Wilson Observatory

Mt. Wilson, Calif. — Nov. 12, 1965, No PMS.

2. Manned Space Craft Center

Houston, Texas, Jan. 10, 1966

My letter was acknowledged, and'd.

3. American Academy of Sciences

2101 Constitution Ave. N.W.

Washington, D.C. 686 No PMS, Jan. 12,

and these refs. maybe be found among
the many others you rec.

I thank you very much for your time!

I am

Respectfully

Wm. [redacted]

[redacted]

Exeter, Texas, 75701

Crazy? No. I have proof of this in
print. Just a close observer.

Too close

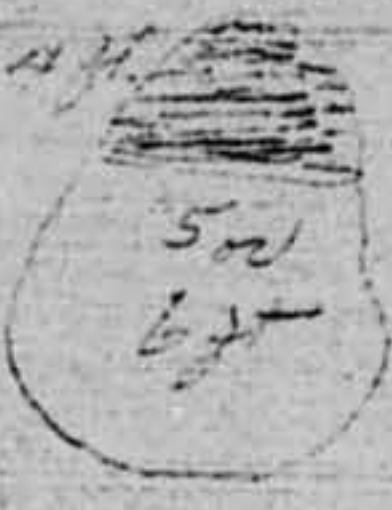
4. Northern Michigan
State Univ., Marquette, Mich.
3-30-66, No Ans.

Mar 31, 1966 - Thursday

8:30 p.m.

Sir

I just sealed my letter - and went to the yard - and an object was going ^{North} over my house and low, twirling a bright ~~fl~~-like light, and red light. I thought it was an airplane - but it never did go out of sight - or turn right or left. On closer watching it was suspended. - & erratic flashing, etc.

Now, Dec. 29, 1966 - my diary says (an object passed, red light unusual flicker more like some one tampering with a light switch. 7:30 p.m. almost over head. I went for my bifocals - and when I returned the object was gone. ^{off}  & even reds, the bottom black - I saw it plain enough to detect, there were no cross pieces on the red light part. - I believe we've got some burnt out ^{simple} gas bags loose - and been so far a long time, but we are just now finding them. - Nature at work.

The object to-night - looked similar to the 1st Nov 1st, or

other ~~its~~, in many ways. The bottom
would ~~be~~ ~~flash~~, and the top
could be ~~seen~~ ~~there~~. The top
was smoky ~~looking~~, as well as
the bottom, each had a silver out
line. And I believe this, & the night
of Dec. 29th are the same, and on
the last orb, or more. It maybe 3
or 4 years more are finishing, or
it maybe removing its self in nature's
own way.

Or it could be a "new type"
Brewster - These things I do not
know - I'm only relating my
findings. - I reported the Dec. 29th
event to Maxed Seace Enter, as I
was very moved by this light. Could
not help but be, as fires & accidents
were high & rare been since.

I still don't like the idea of pranksters
setting fire to something and turning
it alarm. My bifocals show

~~black dots of elements flashing~~
~~like clouds, - the elements of night.~~

In air and the elements are busier than
we think ~~for~~ ~~in~~ ~~the~~ ~~air~~ ~~of~~ ~~S.~~

over

rec'd.
4-1-66

Dallas Police
See Mysterious
Flying Object

DALLAS (UPI)—Dallas policemen A. D. Duncan and B. T. Galindo reported today they watched an unidentified flying object in the northeast sky for more than two hours before dawn.

The officers said the object was emitting a white light, glowed somewhat like a lamp with the light alternately getting bright and dim. They said the object moved horizontally at times, but most of the time moved vertically. They said it looked larger than a commercial airliner.

Police at suburban Richardson reported they received some calls about a similar object, but they reported that Collins Radio Co. had a helicopter in the air at the time testing a tracking antenna and attributed the calls to the source. The Collins helicopter, however, landed at 12:30 a.m.

A radio newsman, Glen Sims of KBOX, reported he saw a white object just before midnight with two red lights, one constant and one blinking. He said it emitted a whining noise. The helicopter was airborne at that time.

Project Radar Bank Prof. G.
SAGOH.

Washington, D. C., 20330

Sir

I'm enclosing a clip
our local paper, which
is close to the U.F.C.
in my letter to you of 7/1/66.

The dates run like 2

✓ Mar 31, 1966, 8:30,

Mar. 31, 1966, 11:30, before midnight, direction
not given. (KBOX, Radio Station)

April 1, 1966, 2:15, before dawn, 8 m.
in the north east, 2 policemen.

With my seeing - I asked a neighbor
to call the police station here, I told
them where it might be located (about 40'
from the horizon, east) I haven't heard from
them, as of now.

Respectfully,

[Redacted signature]

2nd letter

April 1, 1966

[REDACTED]

File # 75701

Project Blue Book Inf. Opc.,

SAFOB.

Washington, D. C., 20330

Sir

I'm enclosing a clipping from
our local paper, which lies in
so close to the U.F.C. I described
in my letter to you of March 30, 1966.

The dates run like this:

✓ Mar. 31, 1966, 8:30 p.m., Tyler, going east

Mar. 31, 1966, Sir, before midnight, direction
not given. (KBC, Radio Station)

April 1, 1966, Sir, 2 hrs. before dawn, a.m.
in the north east, 2 policemen.

With me, sir - I asked a neighbor
to take the police station. Sir, I told
them where it might be located (about 40'
from the horizon, east) if I haven't heard from
them, as of now.

Respectfully,

[REDACTED]

1966 → NCIC
16 Jan 68
DC Rpt
DEPARTMENT OF THE AIR FORCE
HEADQUARTERS FOREIGN TECHNOLOGY DIVISION (AFSC)
WRIGHT-PATTERSON AIR FORCE BASE, OHIO 45433




REPLY TO
ATTN OF:

TDPT/UFO

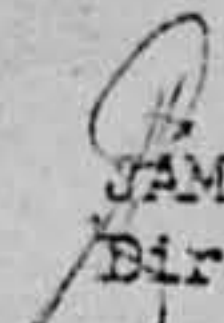
SUBJECT:

UFO Observation

TO:


Dayton, Ohio 45401

Reference your recent unidentified flying object sighting which you reported to the Air Force. The information which we have received is not sufficient for a scientific investigation. Request you complete the attached AF Form 117 and return it in the self-addressed envelope. Thank you for reporting your observation to the Air Force.


JAMES C. MANATT, Colonel, USAF
Director of Production

1 Atch
AF Form 117

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS FOREIGN TECHNOLOGY DIVISION (AFSC)
WRIGHT-PATTERSON AIR FORCE BASE, OHIO 45433



REPLY TO
ATTN OF: TDPT (UFO)

JAN 25 1968

SUBJECT: UFO Observation

TO:

[REDACTED]
Dayton, Ohio 45401

Your name has been given to the Aerial Phenomena Office (Project Blue Book) as being a witness to an unidentified flying object. If you were a witness to an UFO sighting on (exact date unknown) would you please complete the attached AF Form 117 and return it in the envelope provided. If you were not a witness to this sighting, would you please make a statement to this effect on the attached form. The information which you provide will be used in evaluating this observation. Thank you for your assistance in this matter.

RECTOR QUINTANILLA, Jr, Major, USAF
Chief, Aerial Phenomena Office
Aerospace Technologies Division
Production Directorate

1 Atch
AF Form 117 w/envelope

SIGHTING OF UNIDENTIFIED PHENOMENA QUESTIONNAIRE

THIS QUESTIONNAIRE HAS BEEN PREPARED SO THAT YOU CAN GIVE THE U.S. AIR FORCE AS MUCH INFORMATION AS POSSIBLE CONCERNING THE UNIDENTIFIED PHENOMENON THAT YOU HAVE OBSERVED. PLEASE TRY TO ANSWER ALL OF THE QUESTIONS. THE INFORMATION YOU GIVE WILL BE USED FOR RESEARCH PURPOSES. YOUR NAME WILL NOT BE USED IN CONNECTION WITH ANY OF YOUR STATEMENTS OR CONCLUSIONS WITHOUT YOUR PERMISSION. RETURN TO AIR FORCE BASE INVESTIGATOR FOR FORWARDING TO FTD (TDETR), WRIGHT-PATTERSON AFB, OHIO 45433, IAW 80-17. (IF ADDITIONAL SHEETS ARE NEEDED FOR NARRATIVE OR SKETCHES ATTACH SECURELY TO THIS FORM OR ANNOTATE WITH YOUR NAME FOR IDENTIFICATION.)

1. WHEN DID YOU SEE THE PHENOMENON?

DAY 0200 MONTH 1 YEAR 1967

2. WHAT TIME DID YOU FIRST SIGHT THE PHENOMENON?

HOUR 0200 MINUTES 00 ☒ A.M. ☐ P.M.

3. WHAT TIME DID YOU LAST SIGHT THE PHENOMENON?

HOUR 0200 MINUTES 00 ☐ A.M. ☐ P.M.

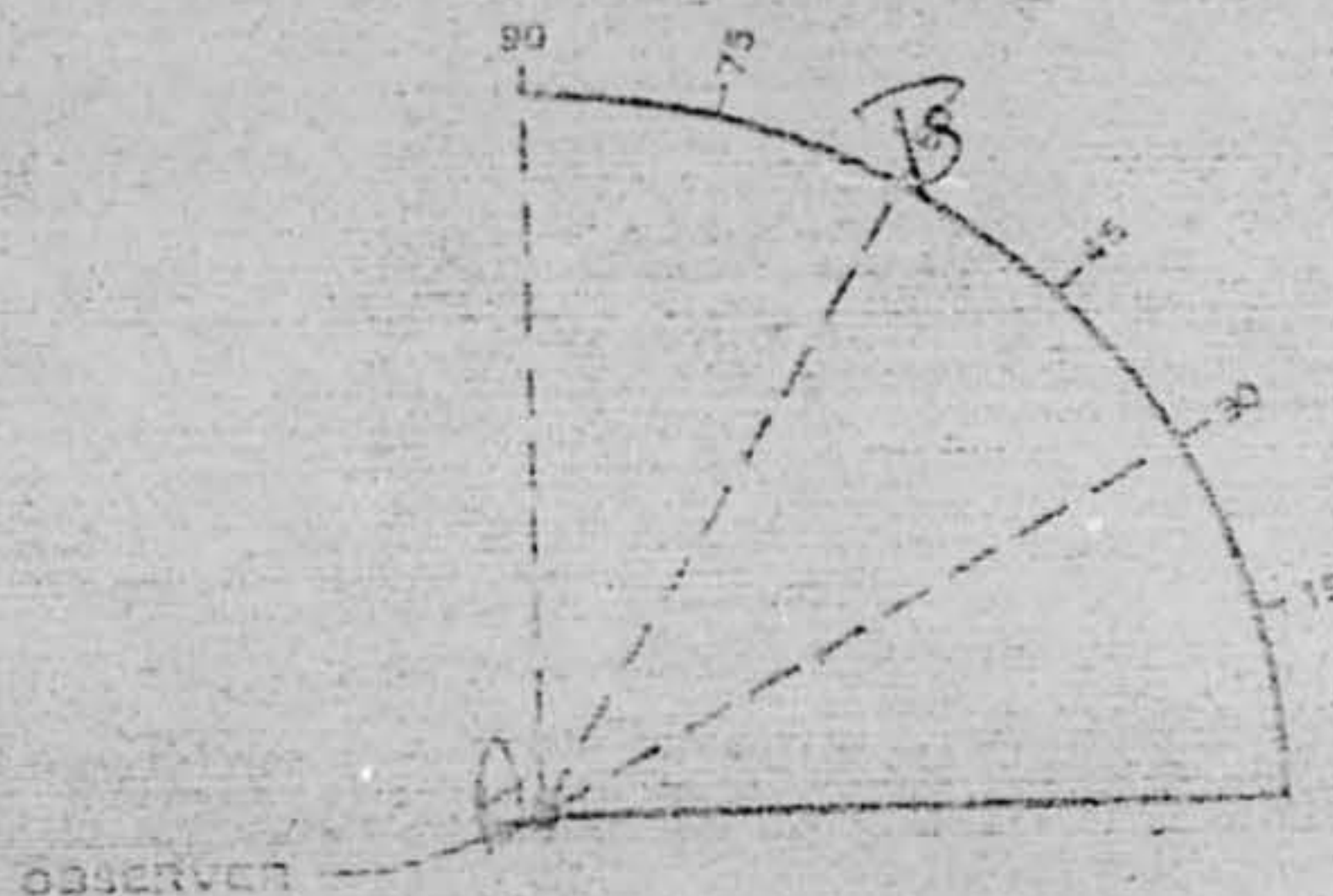
4. TIME/ZONE

☒ EASTERN☐ CENTRAL☐ MOUNTAIN☐ PACIFIC☐ OTHER

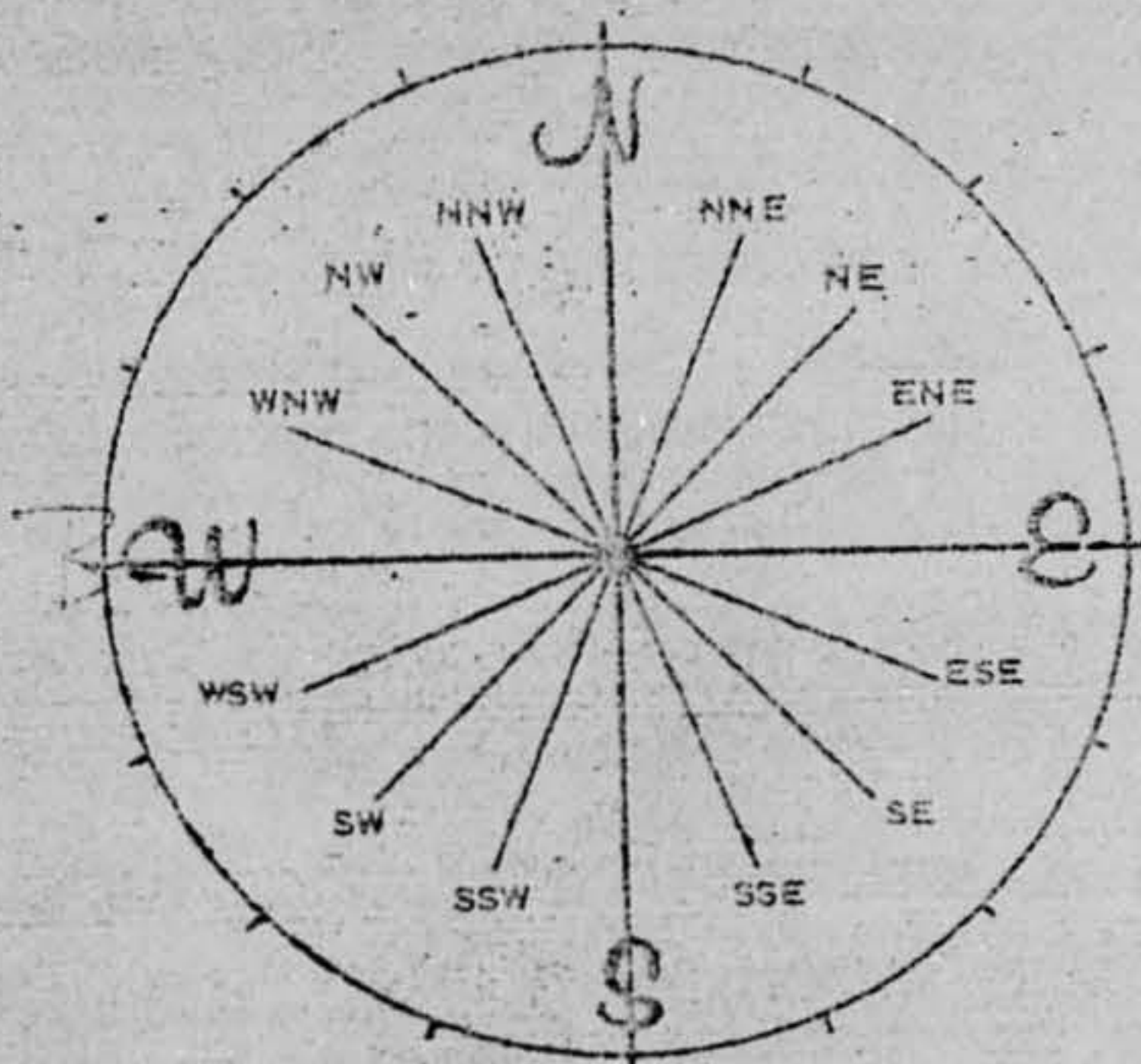
5. WHERE WERE YOU WHEN YOU SAW THE PHENOMENON? IF IN CITY, GIVE THE NEAREST STREET ADDRESS AND INDICATE ON A HAND DRAWN MAP WHERE YOU WERE STANDING WITH REFERENCE TO THE ADDRESS. IF IN THE COUNTRY, IDENTIFY THE HIGHWAY YOU WERE ON OR NEAR AND TRY TO FIX A DISTANCE AND DIRECTION FROM SOME RECOGNIZABLE LANDMARK.

In Dayton

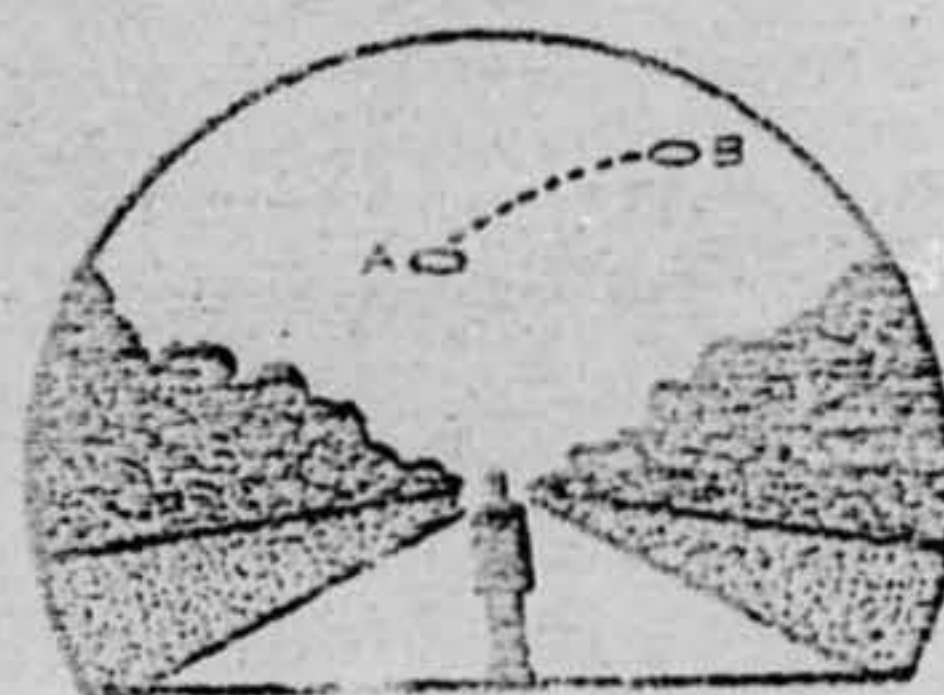
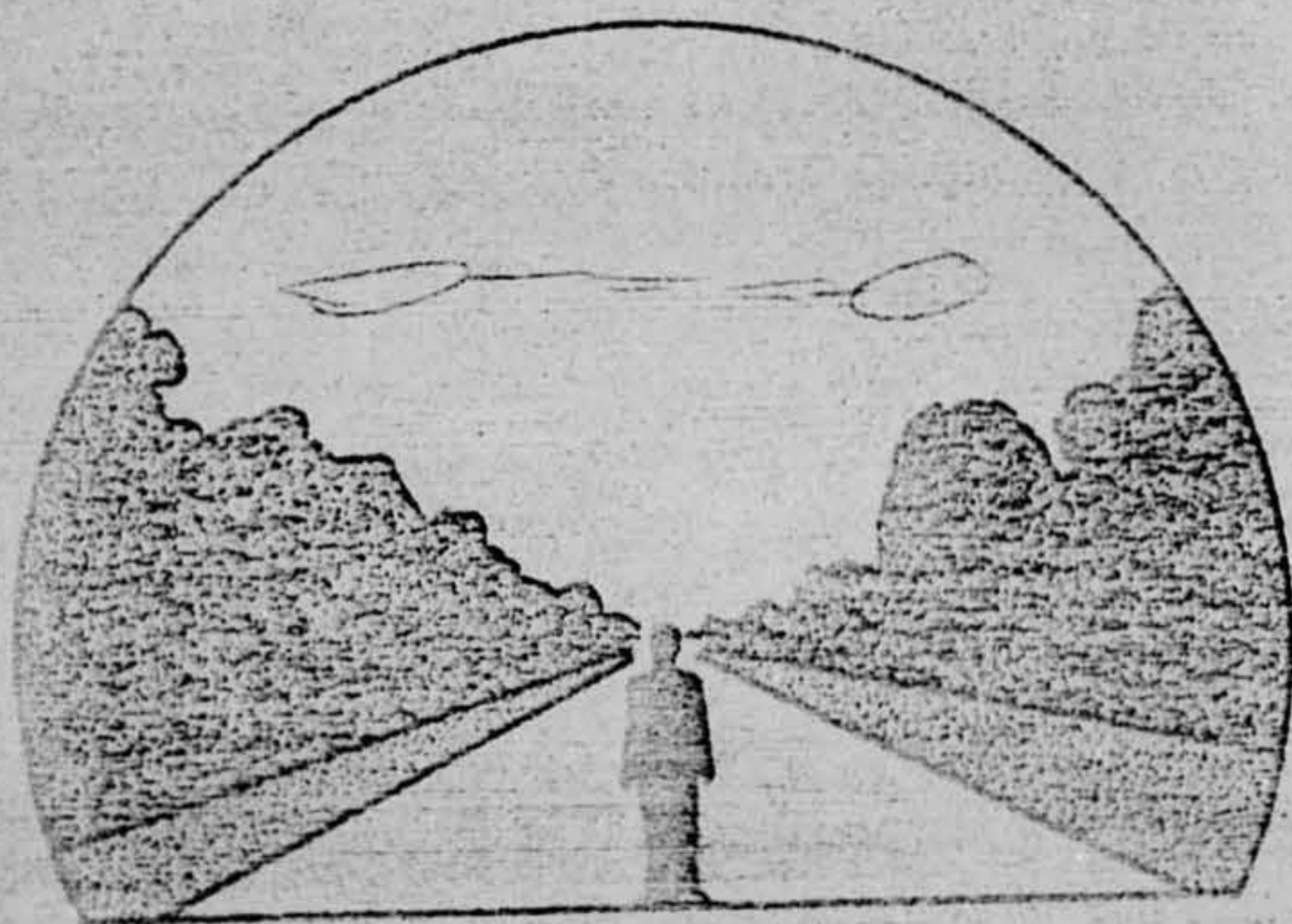
6. IMAGINE YOU ARE AT THE POINT SHOWN IN THE SKETCH. PLACE AN "A" ON THE CURVED LINE TO SHOW HOW HIGH THE PHENOMENON WAS ABOVE THE HORIZON, OR SKYLINE, WHEN FIRST SEEN. PLACE A "B" ON THE SAME CURVED LINE TO SHOW HOW HIGH ABOVE THE HORIZON THE PHENOMENON WAS WHEN LAST SEEN.



6A. NOW IMAGINE YOU ARE AT THE CENTER OF THE COMPASS ROSE. PLACE AN "A" ON THE COMPASS TO INDICATE THE DIRECTION TO THE PHENOMENON WHEN FIRST SEEN. PLACE A "B" ON THE COMPASS TO INDICATE THE DIRECTION TO THE PHENOMENON WHEN LAST SEEN.



7. IN THE SKETCH BELOW, PLACE AN "A" AT THE POSITION OF THE PHENOMENON WHEN FIRST SEEN, AND A "B" AT THE POSITION OF THE PHENOMENON WHEN LAST SEEN. CONNECT THE "A" AND "B" WITH A LINE TO APPROXIMATE THE MOVEMENT OF THE PHENOMENON BETWEEN "A" AND "B". THAT IS, SCHEMATICALLY SHOW WHETHER THE MOVEMENT APPEARED TO BE STRAIGHT, CURVED OR ZIG-ZAG. REFER TO SMALLER SKETCH AS AN EXAMPLE OF HOW TO COMPLETE THE LARGER SKETCH.



8. WHERE WERE YOU WHEN YOU SAW THE PHENOMENON? (Check appropriate blocks.)			
<input checked="" type="checkbox"/> OUTDOORS		<input type="checkbox"/> IN BUSINESS SECTION OF CITY	
<input type="checkbox"/> IN BUILDING		<input checked="" type="checkbox"/> IN RESIDENTIAL SECTION OF CITY	
<input type="checkbox"/> IN CAR <input type="checkbox"/> AS DRIVER <input type="checkbox"/> AS PASSENGER		<input type="checkbox"/> IN OPEN COUNTRYSIDE	
<input type="checkbox"/> IN BOAT		<input type="checkbox"/> NEAR AIRFIELD	
<input type="checkbox"/> IN AIRPLANE <input type="checkbox"/> AS PILOT <input type="checkbox"/> AS PASSENGER		<input type="checkbox"/> FLYING OVER CITY	
<input type="checkbox"/> OTHER		<input type="checkbox"/> FLYING OVER OPEN COUNTRY	
		<input type="checkbox"/> OTHER <i>See Book</i>	
A. IF YOU WERE IN A VEHICLE, COMPLETE THE FOLLOWING:			
WHAT DIRECTION WERE YOU MOVING?		HOW FAST WERE YOU MOVING?	
<input type="checkbox"/> NORTH	<input type="checkbox"/> EAST	DID YOU STOP ANYTIME WHILE OBSERVING THE PHENOMENON? <input type="checkbox"/> YES <input type="checkbox"/> NO	
<input type="checkbox"/> SOUTH	<input type="checkbox"/> WEST		
<input type="checkbox"/> NORTHEAST	<input type="checkbox"/> SOUTHEAST		
<input type="checkbox"/> NORTHWEST	<input type="checkbox"/> SOUTHWEST		
EXPLAIN WHETHER SUCH MOVEMENT EFFECTS YOUR SKETCHES IN ITEMS 5 AND 6.			
DESCRIBE TYPE OF VEHICLE YOU WERE IN AND TYPE OF ROAD, TERRAIN OR BODY OF WATER YOU TRAVERSED DURING THE SIGHTING. STATE WHETHER WINDOWS OR CONVERTIBLE TOP WERE UP OR DOWN.			
HOW MUCH OTHER TRAFFIC WAS THERE?			
DID YOU NOTICE ANY AIRPLANES? <input type="checkbox"/> YES <input type="checkbox"/> NO. IF "YES," DESCRIBE WHEN THEY WERE IN SIGHT RELATIVE TO THE TIME OF SIGHTING THE PHENOMENON AND WHERE THEY WERE IN THE SKY RELATIVE TO THE POSITION OF THE PHENOMENON.			
9. HOW LONG WAS THE PHENOMENON IN SIGHT?			
LENGTH OF TIME		<input type="checkbox"/> CERTAIN OF TIME	<input type="checkbox"/> NOT VERY SURE
<i>a minute or two</i>		<input type="checkbox"/> FAIRLY CERTAIN	<input checked="" type="checkbox"/> JUST A GUESS
HOW WAS TIME DETERMINED?			
WAS THE PHENOMENON IN SIGHT CONTINUOUSLY? <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO. IF "NO," INDICATE WHETHER THIS IS DUE TO YOUR MOVEMENT OR THE BEHAVIOR OF THE PHENOMENON, AND DESCRIBE SUCH MOVEMENT OR BEHAVIOR. INDICATE DISAPPEARANCES ON PREVIOUS SKETCHES.			

10. IF THERE WERE MORE THAN ONE PHENOMENON, HOW MANY WERE THERE? DRAW A PICTURE TO SHOW HOW THEY WERE ARRANGED. DID THIS ARRANGEMENT CHANGE DURING THE SIGHTING?

only 1

11. CONDITIONS (Check appropriate blocks.)			
A. SKY		B. WEATHER	
<input type="checkbox"/> DAY		<input type="checkbox"/> CUMULUS CLOUDS (Low fluffy)	<input type="checkbox"/> FOG OR MIST
<input type="checkbox"/> TWILIGHT		<input type="checkbox"/> CIRRUS CLOUDS (High fleecy or Herring-bone)	<input type="checkbox"/> HEAVY RAIN
<input checked="" type="checkbox"/> NIGHT		<input type="checkbox"/> NIMBUS CLOUDS (Rain)	<input type="checkbox"/> LIGHT RAIN OR DRIZZLE
<input checked="" type="checkbox"/> CLEAR		<input type="checkbox"/> CUMULONIMBUS CLOUDS (Thunderstorms)	<input type="checkbox"/> HAIL
<input type="checkbox"/> PARTLY CLOUDY		<input type="checkbox"/> HAZE OR SMOG	<input type="checkbox"/> SNOW OR SLEET
<input type="checkbox"/> COMPLETELY OVERCAST			<input type="checkbox"/> UNKNOWN
			<input checked="" type="checkbox"/> NONE OF THE ABOVE

C. IF THE SIGHTING WAS AT TWILIGHT OR NIGHT, WHAT DID YOU NOTICE ABOUT THE STARS AND MOON?

(1) STARS	(2) MOON
<input checked="" type="checkbox"/> NONE	<input checked="" type="checkbox"/> BRIGHT MOONLIGHT
<input type="checkbox"/> A FEW	<input type="checkbox"/> MOON WITH HALO
<input type="checkbox"/> MANY	<input type="checkbox"/> MOON HIDDEN BY CLOUDS
<input type="checkbox"/> UNKNOWN	<input type="checkbox"/> PARTIAL (New or quarter)

D. IF SIGHTING WAS IN DAYLIGHT, WAS THE SUN VISIBLE? ☐ YES ☐ NO. IF "YES," WHERE WAS THE SUN AS YOU FACED THE PHENOMENON? *N/A*

<input type="checkbox"/> IN FRONT OF YOU	<input type="checkbox"/> TO YOUR RIGHT	<input type="checkbox"/> OVERHEAD (Near noon)
<input type="checkbox"/> IN BACK OF YOU	<input type="checkbox"/> TO YOUR LEFT	<input type="checkbox"/> UNKNOWN

E. SPECIFY THE MAJOR SOURCE OF ILLUMINATION PRESENT DURING THE SIGHTING, SUCH AS THE SUN, HEADLIGHTS OR STREET LAMP, ETC. FOR TERRESTRIAL ILLUMINATION, SPECIFY DISTANCE TO LIGHT SOURCE.

moon

12. GIVE A BRIEF DESCRIPTION OF THE PHENOMENON, INDICATING WHETHER IT APPEARED DARK OR LIGHT, WHETHER IT REFLECTED LIGHT OR WAS SELF-LUMINOUS AND WHAT COLORS YOU NOTICED. DESCRIBE YOUR IMPRESSION OF WHETHER IT WAS SOLID OR TRANSPARENT, WHETHER EDGES WERE SHARP OR FUZZY. DESCRIBE THE SHAPE OR INDICATE IF IT APPEARED AS A POINT OF LIGHT. INDICATE COMPARISONS WITH OTHER OBSERVED OBJECTS, LIKE STARS, A LIGHT OR OTHER OBJECT IN YOUR FIELD OF VIEW.

one point on front - cigar shaped, solid red flames at exhaust more clearly visible in passing before moon - clearly seen. Shape dark

13.	DID THE PHENOMENON	YES	NO	UNKNOWN
	MOVE IN A STRAIGHT LINE?	<input checked="" type="checkbox"/>		
	STAND STILL AT ANYTIME?		<input checked="" type="checkbox"/>	
	SUDDENLY SPEED UP AND RUN AWAY?		<input checked="" type="checkbox"/>	
	BREAK UP IN PARTS AND EXPLODE?		<input checked="" type="checkbox"/>	
	CHANGE COLOR?		<input checked="" type="checkbox"/>	
	GIVE OFF SMOKE?		<input checked="" type="checkbox"/>	
	CHANGE BRIGHTNESS?		<input checked="" type="checkbox"/>	
	CHANGE SHAPE?		<input checked="" type="checkbox"/>	
	FLASH OR FLICKER?		<input checked="" type="checkbox"/>	
	DISAPPEAR AND REAPPEAR?		<input checked="" type="checkbox"/>	
	SPIN LIKE A TOP?		<input checked="" type="checkbox"/>	
	MAKE A NOISE?		<input checked="" type="checkbox"/>	
	FLUTTER OR WOBBLE?		<input checked="" type="checkbox"/>	

14. WHAT DREW YOUR ATTENTION TO THE PHENOMENON?

*Looking at them due to reaching of
looks. Exhaust flames brought to attention*

A. HOW DID IT FINALLY DISAPPEAR?

*After passing before moon - thrust
shut off, lost sight of it.*

B. DID THE PHENOMENON MOVE BEHIND OR IN FRONT OF SOMETHING, LIKE A CLOUD, TREE, OR BUILDING AT ANY TIME?
☒ YES ☐ NO. IF "YES," DESCRIBE.

moon

15. DRAW A PICTURE THAT WILL SHOW THE SHAPE OF THE PHENOMENON. INCLUDE AND LABEL ANY DETAILS THAT MIGHT HAVE APPEARED AS WINGS OR PROTRUSIONS, AND INDICATE EXHAUST OR VAPOR TRAILS. INDICATE BY AN ARROW THE DIRECTION THE PHENOMENON WAS MOVING.



round window
4 square
all in row

15. WHAT WAS THE ANGULAR SIZE? HOLD A MATCH AT ARM'S LENGTH IN FRONT OF A KNOWN OBJECT, SUCH AS A STREET LAMP OR THE MOON. NOTE HOW MUCH OF THE OBJECT IS COVERED BY THE HEAD OF THE MATCH. NOW IF YOU HAD BEEN ABLE TO PERFORM THIS EXPERIMENT AT THE TIME OF THE SIGHTING, ESTIMATE WHAT FRACTION OF THE PHENOMENON WOULD HAVE BEEN COVERED BY THE MATCH HEAD.

N/A

17. DID YOU OBSERVE THE PHENOMENON THROUGH ANY OF THE FOLLOWING? INCLUDE INFORMATION ON MODEL, TYPE, FILTER, LENS PRESCRIPTION OR OTHER APPLICABLE DATA.

EYEGASSES	CAMERA VIEWER
SUNGLASSES	BINOCULARS
WINDSHIELD	TELESCOPE
SIDE WINDOW OF VEHICLE	THEODOLITE
WINDOWPANE	OTHER

A. DO YOU ORDINARILY WEAR GLASSES? ☐ YES ☒ NO

B. DO YOU USE READING GLASSES? ☐ YES ☒ NO

18. WHAT WAS YOUR IMPRESSION OF THE SPEED OF THE PHENOMENON? GIVE ESTIMATE OF SPEED 6-7 mi/hr

19. WHAT WAS YOUR IMPRESSION OF THE DISTANCE OF THE PHENOMENON? GIVE ESTIMATE OF DISTANCE 200 yds

20. IN ORDER THAT WE MAY OBTAIN AS CLEAR A PICTURE AS POSSIBLE OF WHAT YOU SAW, DESCRIBE IN YOUR OWN WORDS A COMMON OBJECT OR OBJECTS WHICH, WHEN PLACED IN THE SKY, SIMILAR TO WHERE YOU NOTED THE PHENOMENON, WOULD BEAR SOME RESEMBLANCE TO WHAT YOU SAW. DESCRIBE SIMILARITIES AND DIFFERENCES BETWEEN THE COMMON OBJECT AND WHAT YOU SAW.

21. DID YOU NOTICE ANY ODOR, NOISE, OR HEAT EMANATING FROM THE PHENOMENON OR ANY EFFECT ON YOURSELF, ANIMALS OR MACHINERY IN THE VICINITY? ☐ YES ☒ NO. IF "YES," DESCRIBE.

A. DID THE PHENOMENON DISTURB THE GROUND OR LEAVE ANY PHYSICAL EVIDENCE. ☐ YES ☒ NO. IF "YES," DESCRIBE.

No Case
Info Only

January 16
Seattle, Wash

FTD (TDETR)
Wright-Patterson AFB, Ohio 45433
6 July 1966

✓ JPH

[REDACTED]
Seattle, Washington 98166


Dear [REDACTED]

Reference your letter of 28 March 1966 regarding a photograph of an unidentified object. Photo analysis has been completed and we are returning your negative and print along with one extra print.

The following conclusions were made by the Photo Analysis Section:

a. The image on the negative is probably not from an object on the water or between the water and the camera. In fact, the image does not appear to be that of any defined object. The image could have been caused by refracted light from a small water droplet on the lens, water condensation on the film, or an internal camera reflection. A water droplet on the lens appears to be the most reasonable explanation of the image.

Sincerely,


HECTOR QUINTANILLA, Jr, Major, USAF
Chief, Project Blue Book

1 Atch
Negative with 2 prints

22. HAVE YOU EVER SEEN THIS OR A SIMILAR PHENOMENON BEFORE? ☐ YES ☒ NO. IF "YES," GIVE DATE AND LOCATION.

23. WAS ANYONE WITH YOU AT THE TIME YOU SAW THE PHENOMENON? ☒ YES ☐ NO. IF "YES," DID THEY SEE IT TOO?
☐ YES ☒ NO. *parents did not see it*

A. LIST THEIR NAMES AND ADDRESSES

*Parents
same address*

24. GIVE THE FOLLOWING INFORMATION ABOUT YOURSELF

LAST NAME, FIRST NAME, MIDDLE NAME

ADDRESS (Street, City, State, Zip)

TELEPHONE (Area code and number)

☒ MALE

☐ FEMALE

INDICATE ADDITIONAL INFORMATION INCLUDING OCCUPATION AND ANY EXPERIENCE WHICH MAY BE PERTINENT.

25. WHEN AND TO WHOM DID YOU REPORT THAT YOU HAD SIGHTED THIS PHENOMENON?

NAME *Lt. Stuart* DAY *16* MONTH *Jan* YEAR *62*

26. DATE YOU COMPLETED THIS QUESTIONNAIRE.

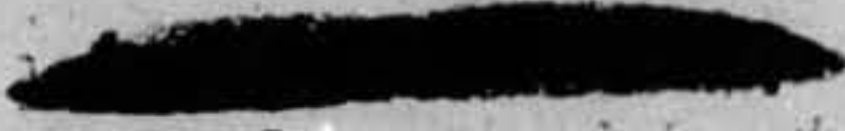
DAY *16* MONTH *Jan* YEAR *65*

FEBRUARY 1966 SIGHTINGS

DATE	LOCATION	OBSERVER	EVALUATION
1	Morocco	Civilian	Astro (METEOR)
2	Duluth, Minnesota	[REDACTED]	Astro (MARS)
2	Salisbury, North Carolina	[REDACTED]	UNIDENTIFIED
4	Atlanta, Georgia	[REDACTED]	Insufficient Data
4	Houston, Texas	[REDACTED]	Other (CONFLICTING DA
6	Nederland, Texas	[REDACTED]	UNIDENTIFIED
7	Tampa, Florida	[REDACTED]	Astro (STARS/PLANETS)
12	Duson, Louisiana	[REDACTED]	Aircraft
15-16	Greenville, Ohio	[REDACTED]	Astro (MOON)
16	Brunswick Naval Air Station, Maine	Civilian, Military	1. Astro (JUPITER)
			2. Insufficient Data
17	Centerville, Ohio	[REDACTED]	Astro (VENUS)
18	19.50N 170.00E (Pacific)	Pan Am Clipper	Astro (METEOR)
20	Fairborn, Ohio	[REDACTED]	Aircraft
22-23	Sandyhook, Connecticut	[REDACTED]	Astro (VENUS)
24	Rochester, New York	[REDACTED] (PHOTO)	1. Vis: Insufficient
			2. Photo: Insufficient
26	Bartlett, New Hampshire	[REDACTED]	Aircraft
26	Farmington, Illinois	[REDACTED]	Insufficient Data
26	Manchester, New Hampshire	[REDACTED]	1. Vis: Conflicting
		PHOTO	2. Insufficient Data
28	Sells, Arizona	[REDACTED]	Astro (VENUS)

ADDITIONAL REPORTED SIGHTINGS (NOT CASES)

DATE	LOCATION	SOURCE	EVALUATION
15	Williamsburg, Massachusetts	Ltr [REDACTED]	
18	Medford, Massachusetts	NICAP	
24	Victoria, Australia	Ltr [REDACTED]	


Seattle, Washington 98106
28 March 1966

Department of the Air Force
The Pentagon
Washington, D. C. 20330


Gentlemen:

I am not a believer in flying saucers, so it is with some hesitancy I send you this photograph of an unidentified flying object.

I'm told its either a flying jelly fish, reflection off the rat catcher on the boat or film defect. Since it is a complete mystery to me, I send it to you to add to your files. If you know what it is or can explain it to me I would like to know. As for me, I like the flying jelly fish explanation.

Although the picture has only recently been developed, it was taken about the first of the year by my four year old boy.

Sincerely yours,


Jerry Ross

P. S. Could be bubble gum on camera lens?

~~SECRET~~
JANUARY
1966

PTD (TDEW)
Wright-Patterson AFB, Ohio 45433
29 April 1966

~~REDACTED~~
~~REDACTED~~
Seattle, Washington 98166

Dear ~~REDACTED~~

Reference your letter of 28 March 1966 regarding a photograph of an unidentified flying object.

In order to perform an accurate photo analysis it is necessary to have the original negative. Therefore, we would appreciate the original negative being forwarded to our office in the attached envelope.

Upon completion of analysis we will return your negative and photo along with a copy of the photo analysis.

I wish to thank you for reporting this photograph to the Air Force.

Sincerely,


HECTOR QUINTANILLA, Jr, Major, USAF
Chief, Project Blue Book

PHOTO ANALYSIS REPORT

NR 66-23

PAGE 1 OF 1 PAGES

DATE OF REPORT 9 June 1966

SUBJECT UNIDENTIFIED FLYING OBJECT

LOCATION SEATTLE, WASHINGTON

DATE January 1966

PHOTOGRAPHY

AF

IR

QUALITY Good

PHRS 1 print, 1 negative

1. PURPOSE: This report is in response to Work Order Number 66-56 from Major H. Quintanilla, TDEW/UFO, who asked for an analysis of a negative and print depicting an Unidentified Flying Object.

2. ANALYSIS: This analysis was completed jointly by the Photo Analysis and Photo Processing Divisions. [The image on the negative is probably not from an object on the water or between the water and the camera. In fact, the image does not appear to be that of any defined object. The image could have been caused by refracted light from a small water droplet on the lens, water condensation on the film, or an internal camera reflection. A water droplet on the lens appears to be the most reasonable explanation of the image.]

PHOTO ANALYSIS BY:

APPROVED BY:

Gerald A. Scheiman
GERALD A. SCHEIMAN
Intelligence Research Specialist

Frank E. McPeak
RICHARD L. CHANCE
Captain, USAF
Chief, Photo Analysis Division
Wilber Price, Jr.
WILBER PRICE, JR.
Director,
Photo Exploitation Directorate

PHOTO ANALYSIS REPORT

NR 66-23

PAGE 1 OF 1 PAGES

DATE OF REPORT 9 June 1966

SUBJECT UNIDENTIFIED FLYING OBJECT

LOCATION SEATTLE, WASHINGTON

DATE January 1966

PHOTOGRAPHY

AF _____ IR _____

QUALITY Good

P HAS 1 print, 1 negative

1. PURPOSE: This report is in response to Work Order Number 66-56 from Major H. Quintanilla, TDEW/UFO, who asked for an analysis of a negative and print depicting an Unidentified Flying Object.

2. ANALYSIS: This analysis was completed jointly by the Photo Analysis and Photo Processing Divisions. The image on the negative is probably not from an object on the water or between the water and the camera. In fact, the image does not appear to be that of any defined object. The image could have been caused by refracted light from a small water droplet on the lens, water condensation on the film, or an internal camera reflection. A water droplet on the lens appears to be the most reasonable explanation of the image.

PHOTO ANALYSIS BY:

APPROVED BY:

Gerald A. Scherman
GERALD A. SCHEMAN
Intelligence Research Specialist

Frank E. McPeak
for RICHARD L. CHANCE
Captain, USAF
Chief, Photo Analysis Division
Wilber Price, Jr.
WILBER PRICE, JR.
Director,
Photo Exploitation Directorate

PHOTO ANALYSIS REPORT

NR 66-23

PAGE 1 OF 1 PAGES

DATE OF REPORT 9 June 1966

SUBJECT UNIDENTIFIED FLYING OBJECT

LOCATION SEATTLE, WASHINGTON

DATE January 1966

PHOTOGRAPHY

AF _____ IR _____ QUALITY Good
P NRS 1 print, 1 negative

1. PURPOSE: This report is in response to Work Order Number 66-56 from Major H. Quintanilla, TDEW/UFO, who asked for an analysis of a negative and print depicting an Unidentified Flying Object.

2. ANALYSIS: This analysis was completed jointly by the Photo Analysis and Photo Processing Divisions. The image on the negative is probably not from an object on the water or between the water and the camera. In fact, the image does not appear to be that of any defined object. The image could have been caused by refracted light from a small water droplet on the lens, water condensation on the film, or an internal camera reflection. A water droplet on the lens appears to be the most reasonable explanation of the image.

PHOTO ANALYSIS BY:

APPROVED BY:

Gerald A. Scheiman
GERALD A. SCHEIMAN
Intelligence Research Specialist

Frank E. McPeak
RICHARD L. CHANCE
Captain, USAF
Chief, Photo Analysis Division
Wilber Price, Jr.
WILBER PRICE, JR.
Director,
Photo Exploitation Directorate